CROSSFEED

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MAINTENANCE MANAGEMENT

The Answer Is Just a Click Away

By AMCS(AW/SW) Cheryl Poirier

I've seen one problem on surveys: a lack of knowledge about the Naval Safety Center website. Whether it's reading our favorite funnies, checking out the sports scores, looking for the latest and greatest in electronics and cars, or finding the symptoms for a common cold, the web helps us to find answers. Kick back and relax; I'm going to show you a few things you can find about safety on our website at www.safetycenter.navy.mil.

Aviation Program Guides: The aviation maintenance-division web page contains several self-assessment tools for supervisors and maintainers. These guides are an example, and maintenance analysts have written them to detail fleetwide discrepancies, areas of concern, and program elements that the team looks for during surveys. These tools are great aids for quality assurance, program managers, and workcenter supervisors. They allow each shop to fine-tune their respective programs.

Survey Checklists: Our teams use I- and O-level checklists to do safety surveys. This site also provides examples of ORM checklists that have been discovered on various visits and are offered to help your command to develop similar ones.

Process Observation Evaluation Checklists: These self-assessment tools enable squadrons to do a self-evaluation during the execution phase of a process and can be incorporated into any ORM program. They cover 31 areas considered to be "basic" to all aviation-maintenance activities and enable activities to get a feel for program effectiveness.

Aviation-Maintenance FAQs: We field a lot of questions, and this section was developed to provide answers. What is the 18-inch rule? What cordless drills are authorized for aircraft maintenance? Is there an instruction on wearing jewelry near aircraft? The answers are just a few mouse clicks away.

Maintenance Mishap Summary: The aviation maintenance division's answer to the Friday Funnies. Our goal is to raise awareness about maintenance-safety practices and to share the consequences for not following procedures.

Our website contains a treasure trove of safety information, with separate sections for shore, afloat, OSH, and Marine safety. Here are a few other good web pages to check out.

Safety Magazines: *Approach*, *Mech* and *Sea&Shore* are online. These sites include sections with clip art, safety posters, video clips, mishap photos, more stories, and art work that can be downloaded for your briefs or training sessions.

Traffic-Safety Toolbox: A web page full of great information and checklists that all hands can use. This information just might help to prevent a motor-vehicle mishap in your command.

The Safetyline e-Newsletter: Published electronically on a weekly basis for 16 weeks during the critical days of summer, it addresses a specific summer safety-related topic each week.

50-Percent Mishap-Reduction Information: Navy and Marine Corps commands are working hard to comply with the Secretary of Defense's challenge to reduce mishaps by 50 percent over the next two years. It contains news, policy, tools, and data on the effort.

Make a pit stop at the Naval Safety Center website the next time you're surfing the web, and check out the tools you can use and answers you can get. We're just a mouse click away.

Senior Chief Poirier is a maintenance analyst at the Naval Safety Center.

Stop the Fadness

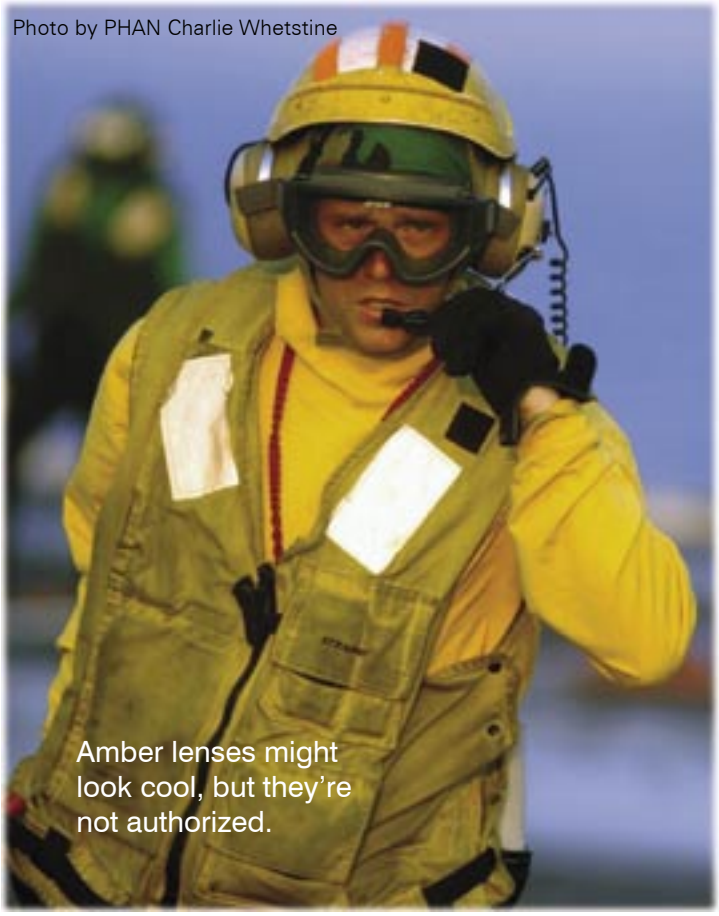
By ASCS(AW) Phil LeCroy

Sailors and Marines, like all young adults, try to express their individuality in a variety of ways. This isn't so easy when you have the Uniform Regulations to contend with. During safety surveys, it is increasingly common to see the line division's cranials "dressed up" and personalized with everything from the skull and crossbones to a Dallas Cowboy's "Star" or the University of Tennessee "T." But that problem is a different issue and has been addressed many times. I want to talk about a new fashion trend: amber-colored, safety-goggle lenses.

The ESS flight-deck goggles (NSN 4210-01-492-5720), available through the supply system, come with clear and smoke 26mm polycarbonate lenses, with 99.9 percent UVA and UVB protection. The company also offers an amber lens as an aftermarket product procured via open purchase. These lenses meet all the same ANSI standards as the clear and smoke lenses. The Navy Clothing and Textile Research Facility is ready to induct the amber lenses into the supply system, and individual commands will be able to procure them in lots of 50. However, there is a little holdup...NAVAIR hasn't tested them.

Pilots wanted amber-colored visors, which prompted numerous tests before being authorized. One important point came to light: Pilots had better visual acuity looking outside the aircraft, but they lost certain colors and hues when they looked back into the cockpit. As a result of these findings, the amber visor was authorized for day flights only.

Photo by PHAN Charlie Whetstine



Amber lenses might look cool, but they're not authorized.

Losing certain colors and hues on the flight deck can be just as dangerous.

Until NAVAIR's tests on the ESS lenses are complete and their findings are analyzed, amber lenses are **not** authorized for flight deck or line use. Better safe, than fashionable.

Senior Chief LeCroy is a maintenance analyst at the Naval Safety Center

Class "C" Mishap Summary

By ADCS(AW/SW) Gary Dennis

From June 02, 2004, to Aug. 03, 2004, the Navy and Marine Corps had 19 Class C mishaps that involved 19 aircraft. The damage total was $2,876,284.

The uplock support fitting broke on an EA-6B's nose landing gear. Departing pieces struck the station No. 3 pod's RAT, damaging the blades. The nose gear doors were bent, hydraulic lines were chafed, and the shrink cable on the nose landing gear was broken.

During an NVG training evolution, a CH-46E lost an engine and landed in a culvert. The aircraft remained upright and shut down in the landing zone.

A C-2A departed the runway during a full-stop landing, damaging the port wing flap, two propeller blades, and two landing wheels.

While taxiing a T-34C into position for ground run-up checks, the propeller struck a taxiway light, damaging the prop. Also, a taxiing F-18F hit a sun shelter, damaging an ARDS pod on the port wing tip.

During engine turns on a P-3C, the No. 2 engine's forward, outboard after-body bolt departed the after body, damaging the No. 2 blade on the No. 2 propeller. It also punctured the fuselage skin

between the D-1 and D-2 racks.

Six other Class C mishaps reported for this period were due to human error. They all involved support equipment that damaged aircraft, causing damage that totaled $337,390. Visit our website at www.safetycenter.navy.mil, and read information about Groundcrew Coordination (GCC). It might help to reduce mishaps.

Senior Chief Dennis is a maintenance analyst at the Naval Safety Center.

QUALITY ASSURANCE

Eyewash Station Becomes an Eye Hazard

By AVCM(AW/SW) Brian Clark

Survey team members often have to "step away" from the checklist and gauge a command's safety environment, using methods that often uncover some pretty unsettling things. One method is to simply ask a few safety-related questions of the more junior folks in the shop. These questions serve two purposes: lets us gauge the training people have received, and often provides the opportunity to do some ad-hoc training.

One of my favorite methods is to ask young Sailors or Marines to lead me to the nearest eyewash station. They often will lead me directly to it, demonstrating they've been trained. If not, I hold an impromptu training session with the workcenter to make sure everyone knows the location. I always add a little sight-conservation training, as well.

On one such occasion, I asked a young maintainer if he could show me the nearest eyewash station. He responded, "Yes, senior, it's right outside!" And he took me to the site. His enthusiasm quickly withered when he and I both saw the station—a portable unit that was covered in bird guano. His next words were, "Uh, senior chief, I wouldn't use this if I were you." He could read my thoughts!

After pondering how it got in such condition, I asked when it last was inspected. OPNAVINST 5100.23F, Chapter 19, says quarterly, and I don't doubt it had been done properly. The birds in the hangar were a bit more active with their contributions, making it necessary to inspect on a more frequent basis. The shop supervisor admitted he didn't perform the inspections—the squadron safety team inspects and cleans the units. The squadron safety POs or NCOs should have discovered this problem during their daily walkarounds.

I recommended two things: Relocate the station away from the birds, or the workcenter should clean the station more often. Either way, I'm sure the unit would stay cleaner between quarterly maintenance and servicing.

Master Chief Clark was a maintenance analyst at the Naval Safety Center. He recently transferred to AIMD, Patuxent River, Md.

LINE

How You Can *Change* Your FOD Walkdown

By ATCS(AW/SW) Denis Komornik

It's that time of the day again; bright and early in the morning, and the entire command is getting ready for another busy day. But wait! Before we get to the maintenance actions of the day, our first order of business is the morning FOD walkdown.

During our trips around the fleet, the survey

team does numerous in-process actions. One of our checklist items is the morning FOD walkdown. While observing, I often am asked, "Why are you here watching this mundane task?" This is a fair question, and the answer is it allows us to see how the command can come together as a team. It shows us how that team can overcome one of our major safety concerns—FOD. Many people may think, "I've done this a hundred times, and nothing you are going to tell me will be new." You might have noticed that the word "change" was italicized in the title, and it was for good reason.

During FOD walkdown, try this technique: Ask your shipmates if they have change for a dollar so you can buy a cold drink after you're done. Do they have it on them? Probably so. I've had more than one shipmate prove this to me on the flight line. We have been taught from the beginning of our careers that nothing should be brought out to the flight line that hasn't been accounted for. Pocket change is just one example. Pens are another major concern. I have seen enough pens in shirt pockets during the walkdown and recently on a launch evolution to fill a notepad.

Another way to change your FOD walkdown is to separate FOD collection zones between the hangar bay and flight line. This action enables QA, the line division, and maintenance control to pinpoint specific FOD-problem areas in your command. Get on board with your command's FOD program. Empty all of your pockets before you head out to the flight line. Be innovative and try new techniques. The lives of your shipmates and pilots depend on you.

Senior Chief Komornik is a maintenance analyst at the Naval Safety Center.

AIRFRAMES/CORROSION

Small Things Usually Kill Us

By AMC(AW) Paul Hofstad

Maintenance managers often are challenged to make the impossible happen. We are tasked to solve complex problems with minimal notice and limited time. The last thing we need in our arsenal of solutions is a broken tool or one so neglected it hinders, rather than supports, our mission. One such problem is the emergency-reclamation kit.

Is your squadron's kit ready for action? Does your manager or monitor ensure that tool is available to quickly combat man-made or natural hazards–the ones that always seem to hit when our assets are at absolute bare minimums?

During surveys, I often find these indicators of poor readiness:

- ERT kits had no current, up-to-date inventories.
- Program managers were not aware of the requirement to do quarterly inventories. (Usually accomplished when emergency-reclamation drills are done, so the readers know how often drills were being done as well.)
- ERT kits are stored outside, and contents are not secured with a breakable seal, zip-tie, or similar product.
- ERT kits are stored outside, and the environment damaged or destroyed the contents.
- Respirators not stored or cleaned properly.
- Respirator fit tests or physicals are expired.

This program is important when an ill-timed AFFF sprinkler system goes off, and we need the proper tools to get an aircraft back to combat-ready status in minimal time. An old saying in naval aviation goes, "It's the small things that usually kill you." An overlooked ERT kit is one of those small details that always seem to be forgotten until we actually need it. Don't let an overlooked ERT kit be the item that affects your squadron's safety and readiness.

Chief Hofstad is a maintenance analyst at the Naval Safety Center.